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DTPC

Report No. J1241/TS
December 2022

RESIDENTIAL DEVELOPMENT LAND ADJACENT TO ACCRINGTON ROAD WHALLEY

TRANSPORT STATEMENT

RESIDENTIAL DEVELOPMENT LAND ADJACENT TO ACCRINGTON ROAD WHALLEY

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Status:	Final	*Copy No:*	
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Approved:	Alan Davies	***AD***	December 2022

Revision Record		
Rev.	*Date*	*Summary of Changes*
A		

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RESIDENTIAL DEVELOPMENT LAND ADJACENT TO ACCRINGTON ROAD WHALLEY

TRANSPORT STATEMENT

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1. INTRODUCTION

DTPC has been appointed by Oakmere Homes to prepare a Transport Assessment to assess the highway access implications associated with the proposed planning submission for a 74-unit residential development at land adjacent to Accrington Road.

The proposals include for the erection of residential units including a new access and associated hard and soft landscaping with off-street parking provision.

In order to advise the application, this report provides information on the scope of traffic and transport planning aspects of the development proposals, to assist in the determination of the planning application.

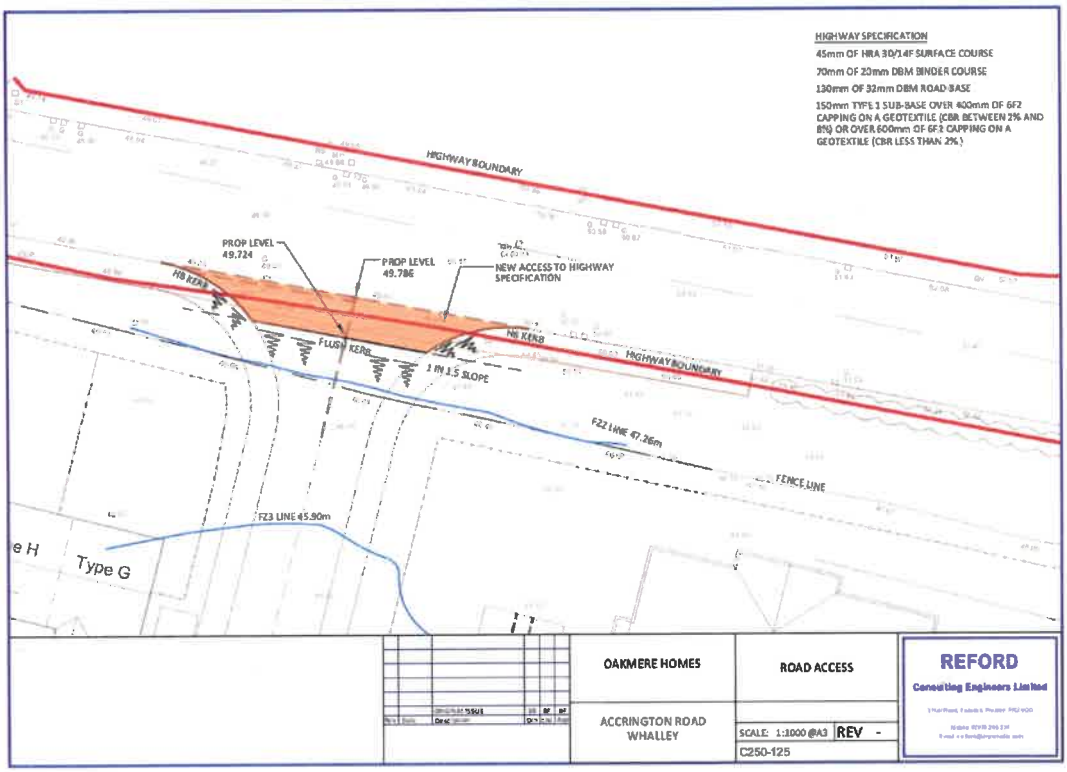
It deals solely with the proposals as provided.

The TS discusses the following issues:

- Site and Local Area
- History
- Development Proposals
- Government Planning and Transportation Policy
- Sustainability
- Access Considerations
- Summary & Conclusions.

The site benefits from a previous outline approval 3/2012/0179 for a residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments followed by a reserved matters application approved 10/3/2017.

The access has been submitted for s278 approval as shown overleaf for the section to be adopted i.e., upto the current verge width as the internal layout will be privately maintained, as such the site has an extant approval/fallback position with access agreed.



Photograph 1: Showing part of the site access works from Accrington Road constructed in September 2018 and constituting lawful implementation of outline planning permission 3/2012/0179

Following the above an application for the erection of 23 dwellings and 81 apartments (total 104 net increase of 27 units), of which 49 are for people aged over 55, with associated roads, car parking, landscaping and infrastructure, accessed from Accrington Road was submitted and subsequently refused with the highway related reason below.

8 *The proposal is considered to be contrary to Policy DMG3 of the Ribble Valley Core Strategy insofar that it fails to provide an adequate useable level of parking provision to serve the quantum of development proposed. It is further considered that insufficient information has been submitted to demonstrate that the proposed development will not be of detriment to the safe operation of the immediate adjacent highway network, also being in direct conflict with the aims and objectives of Policy DMG3.*

As stated, the new application has 74 units i.e., 3 under the extant approval and in simple terms can be said to have no additional impact on the highway network and the rational for a wider review is not required.

This report has been prepared solely in connection with the site as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Planning Policy Framework

The NPPF has replaced the previous versions and sets out the policy framework for sustainable development and supersedes the previous advice.

Abstracts are provided for reference; the ***bold italics*** are added to emphasis the key policies related to the development:

Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport; and
d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Manual for Streets

Manual for Streets published in 2007 and the subsequent publication of Manual for Streets 2 -Wider Application of the Principles in September 2010 provide design guidance around the philosophy of assigning higher priority to pedestrians and cyclists.

Manual for Streets sets out the following key objectives of the design of new residential neighbourhoods:

- Encouragement of low vehicle speeds;
- Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;
- Make it easier for people to move around; and
- Promote social interaction

Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations, filling the perceived gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).

Summary

The overriding theme of national policy is that developments must have a safe access for all users. Local policy echoes the sustainability sentiment of national policy.

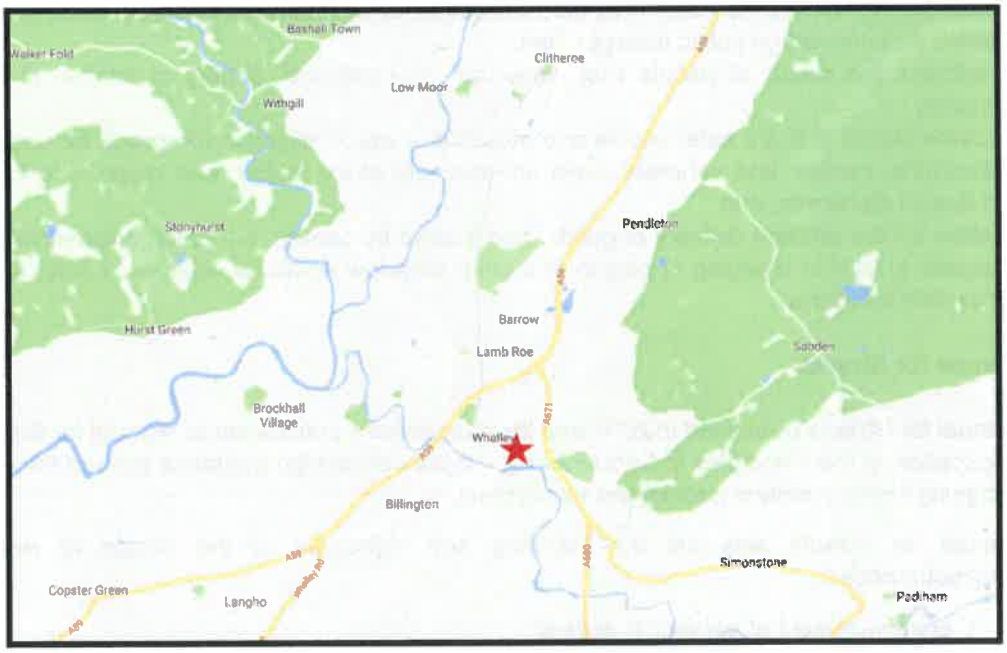
The following chapters of this report will show that the proposed land is compliant with local and national policy

3. SITE CONTEXT

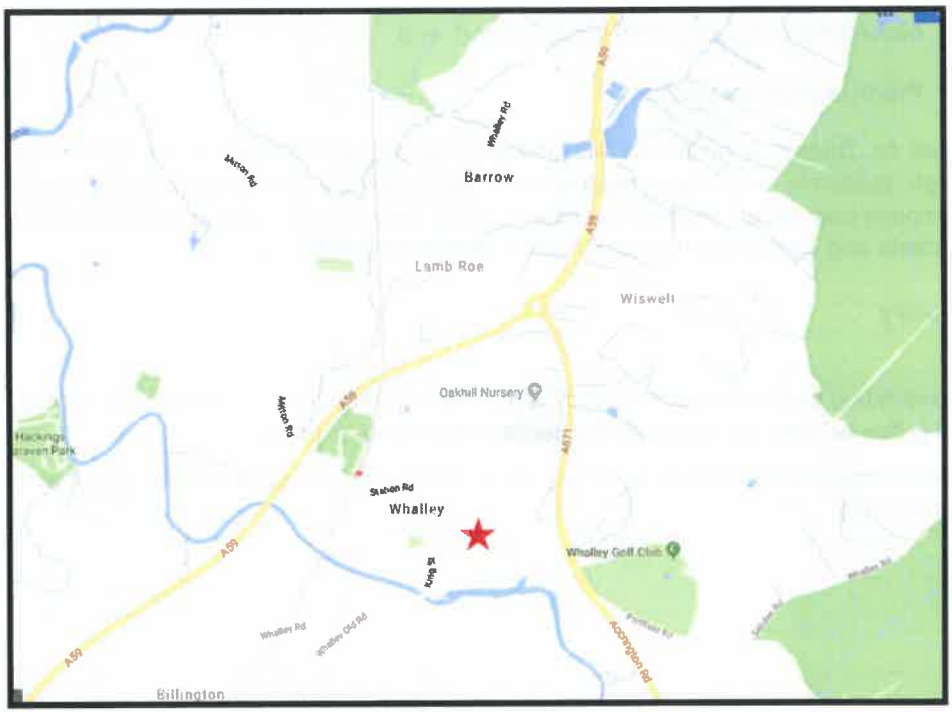
Local Highway network

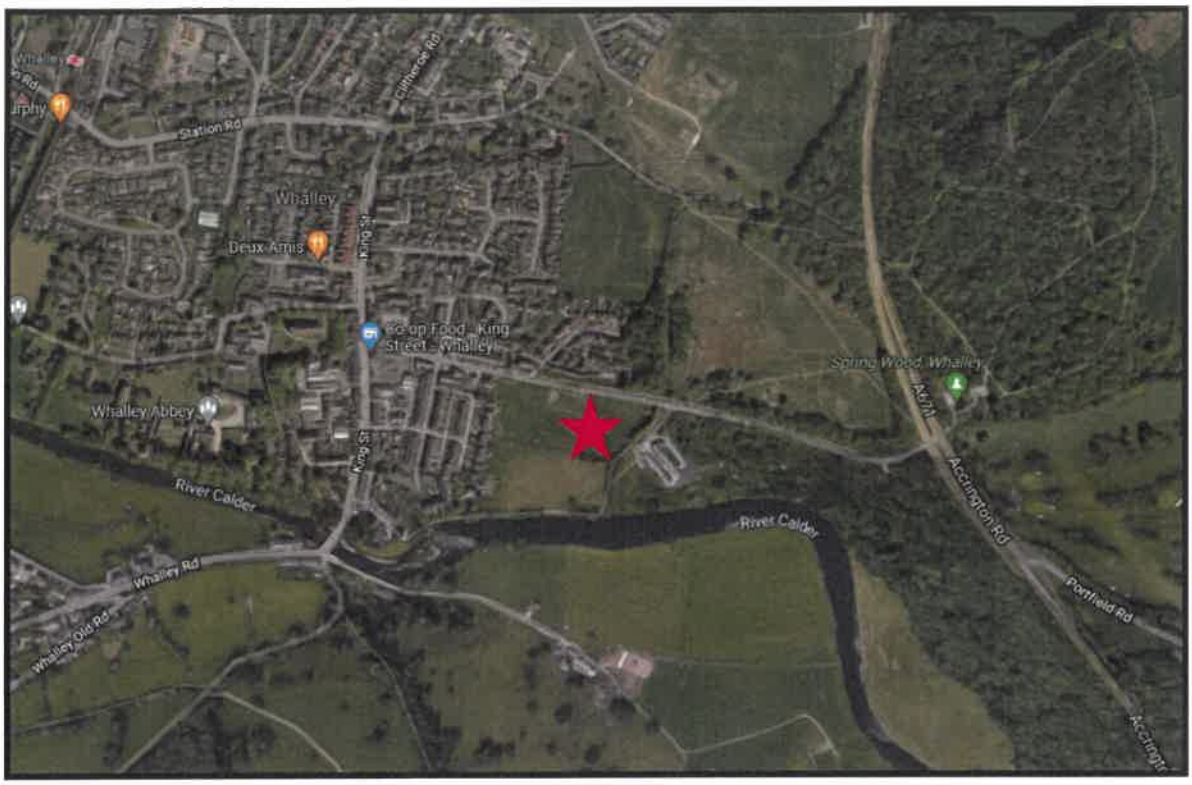
The development site is to the west of the A671 corridor linking direct to the centre of the village of Whalley. The site is bound by the River Calder and farmland to the south, east by the A671 and north by residential development.

The site is located to the east of the village centre of Whalley, which has a number of local services including a school and is accessible on foot or cycle.



The wider setting is shown above and in the more local area below.





The local setting and detail view are shown above and below

Highway review

Accrington Road is subject to a 30mph speed limit between the King Street mini roundabout and the proposed site entrance, and then to the east of the site entrance it is derestricted.

It is street lit and has a continuous footway on its north side. On its south side it has a short length of good footway alongside the westbound bus stop and up to the Queen Street junction, a short length of narrow footway between the Queen Street junction and the car park entrance, and then elsewhere no footway.

King Street is subject to a 30mph speed limit, is street lit and has footways on both sides.

The site frontage is protected by an 8am to 6pm no waiting order.

The local road network is shown in detail below.

View towards village downhill

View east and west on Accrington Road to east edge of site

View left and right at junction location showing hedges to be trimmed etc and speed limit change.

View to and away from site on village side

View of mini roundabout junction with Accrington Road

Safety review

Access to the Mario accident data base has been undertaken and the resultant mapping provided for reference.

The results show that over the past 5 years the frontage has 2 recorded accidents with a further record on either side.

The nearby network has had accidents recorded at the nearby junctions as would be expected.

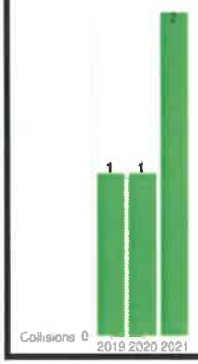
The 6 link records are just over the typical 1 per year at this level the area would not be deemed to have a local safety issue unless a specific cluster or trend was shown.

Collision Summary

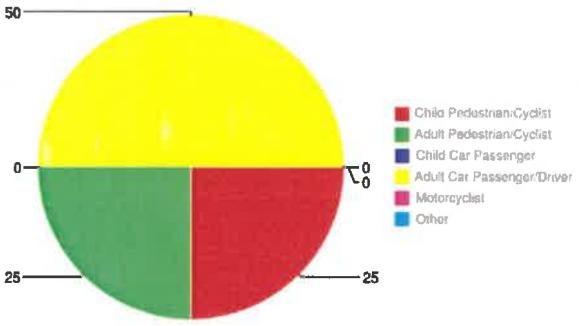
Collision Summary for Selected Map Area between 01/01/16 and 26/11/21

TOTAL COLLISIONS					4
TOTAL CASUALTIES					4
TOTAL SLIGHTLY INJURED	1	Adults	1	Children	0
TOTAL SERIOUSLY INJURED	3	Adults	2	Children	1
TOTAL FATALITIES	0	Adults	0	Children	0
TOTAL PEDESTRIANS INJURED	0	Adults	0	Children	0
TOTAL CYCLISTS INJURED	2	Adults	1	Children	1

Total Number Of Collisions By Year



Casualty Type (as percentage of collisions within area on screen)



The 4 nearby records are shown above in a little more detail and show 1 per year up to 2021 where the records show two events in March.

Collision Details

District	Ribble Valley
Grid ref	373812, 436054
Date	22/03/2021 17:30:00
Severity	Serious
Vehicles Involved	1
Casualties	1
Road	ACCRINGTON ROAD (B6246)
Junction Distance	
Weather	Fine without high winds
Nearest Building	
Vehicle Types	Car;

Casualty Details

ID	TYPE	SEVERITY	CAR PASSENGER	BUS PASSENGER
1	Driver or rider	Serious	Not a car passengers	Not a bus or coach passenger

Both records are on the downhill approach to the village.

Collision Details

District	Ribble Valley
Grid ref	373691, 436085
Date	31/03/2021 12:06:00
Severity	Serious
Vehicles Involved	4
Casualties	1
Road	ACCRINGTON ROAD (B6246) - 145 METRES FROM JUNCTION WITH SYDNEY AVENUE
Junction Distance	
Weather	Fine without high winds
Nearest Building	
Vehicle Types	Pedal Cycle; Car; Car; Car;

Casualty Details

ID	TYPE	SEVERITY	CAR PASSENGER	BUS PASSENGER
1	Driver or rider	Serious	Not a car passengers	Not a bus or coach passenger

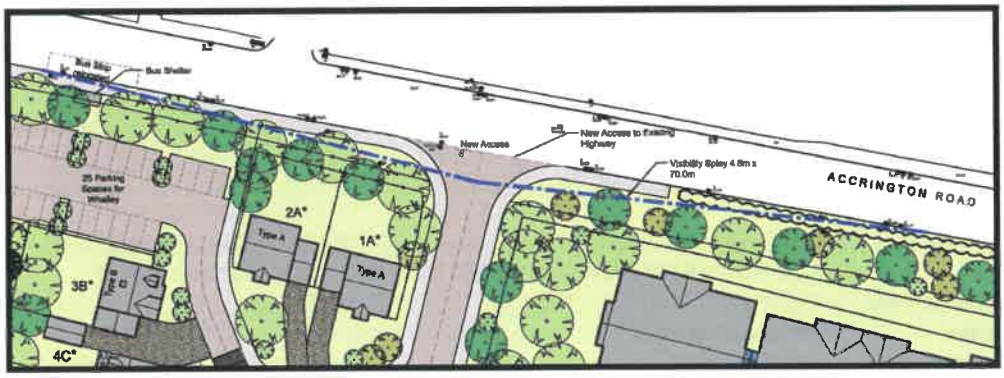
The location has good forward visibility and suggest driver errors and speed are involved. Relocating the 30mph speed limit eastwards to create a gateway before the urban activity takes place may be worth considering for the wider area setting.

Whilst any accident is regrettable incidents of this nature the analysis of accident records has not identified any patterns would not indicate a safety issue arising from the operation of the network at the site access area which requires more detailed consideration as part of this TS .

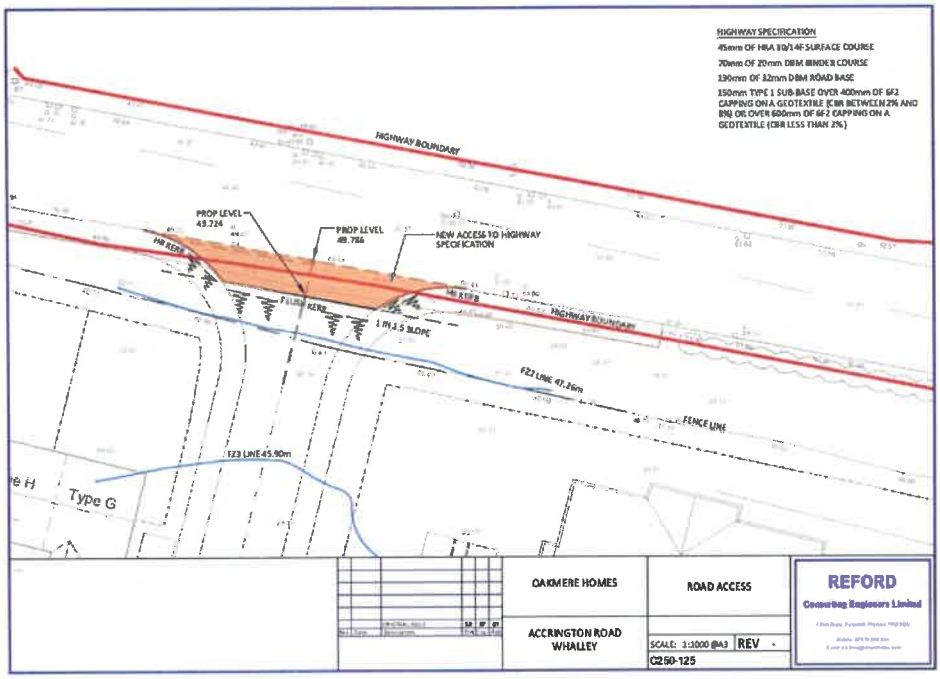
Fallback

The site benefits from a previous outline approval 3/2012/0179 for a residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments followed by a reserved matters application approved 10/3/2017 with the following condition for the access.

13 No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980



The access has been submitted for s278 approval as shown for the section to be adopted i.e., upto the current verge width as the internal layout will be privately maintained, as such the site has an extant approval/fallback position with access agreed.



Photograph 1: Showing part of the site access works from Accrington Road constructed in September 2018 and constituting lawful implementation of outline planning permission 3/2012/0179

The site has an agreed trip rate and trips from the approved TA.

The retirement apartments are set out below.

Time Period	In	Out	Total
AM Peak	0 024	0.045	0.069
PM Peak	0.057	0.045	0.102

Table 4 – Trip Generation Rates (per apartment)

Time Period	In	Out	Total
AM Peak	1	2	3
PM Peak	2	2	4

Table 5 – Trip Generation (40 Apartments)

Overleaf the dwellings are derived:

The trip rates shown in **Table 6** have been compared to those used in the TA and Proof of Evidence prepared in support of the Riddings Lane approved development and in the TA prepared to support the Lawsonsteads Farm proposed development. This comparison is shown in **Table 8**.

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Accrington Road	0 171	0 398	0 569	0 378	0 229	0 607
Riddings Lane	0 150	0 430	0 580	0 400	0 230	0.630
Lawsonsteads Farm	0.244	0.465	0 709	0.453	0.360	0 813

Table 8 – Comparison of Trip Generation Rates

It can be seen that the trip rates for the approved Riddings Lane development are similar to those established for this TA but those used in the Lawsonsteads Farm TA are significantly higher. Although the Riddings Lane development has been approved and the Lawsonsteads Farm development is still under consideration the higher trip rates have been used in this TA report to ensure a robust assessment of the likely trip generation is undertaken. The resultant generated traffic flows for the 38 bungalows is shown in **Table 9**.

Time Period	In	Out	Total
AM Peak	9	18	27
PM Peak	17	14	31

Table 9 – Trip Generation Assuming Lawsonsteads Farm Trip Rates (38 units)

The combined flows are:

The total AM and PM peak hour trips likely to be generated by the proposed development are therefore as shown in **Table 10**. As previously stated the assumed generated traffic flows are considered to be robust to ensure a worst case for impact assessment.

Time Period	In	Out	Total
AM Peak	10	20	30
PM Peak	20	15	35

Table 10 – Total Site Generated Traffic Flows

ATC survey

The site has approval based on previous speed survey etc to be robust an upto date survey has been undertaken to conform that the previous advice is still supported. Full details attached.

Direction : **Westbound**

TIME PERIOD	85TH PERCENTILE						
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
	21/07/2022	22/07/2022	23/07/2022	24/07/2022	25/07/2022	26/07/2022	27/07/2022
0:00 - 1:00	-	45.9	42.7	44.3	46.1	-	46.3
1:00 - 2:00	-	-	44.5	40.9	-	-	-
2:00 - 3:00	-	-	45.4	41.4	-	-	-
3:00 - 4:00	-	-	-	33.6	-	-	-
4:00 - 5:00	-	-	-	42.1	-	-	-
5:00 - 6:00	49.4	49.9	49.0	44.5	44.3	45.0	47.9
6:00 - 7:00	44.1	45.9	45.6	46.8	43.6	43.6	45.0
7:00 - 8:00	41.6	42.5	45.9	45.6	41.4	42.1	42.3
8:00 - 9:00	38.0	39.6	40.7	39.8	38.3	39.1	39.8
9:00 - 10:00	36.5	38.7	38.7	42.7	38.0	37.6	36.9
10:00 - 11:00	36.2	36.0	37.4	40.3	38.0	36.2	36.2
11:00 - 12:00	36.7	36.0	36.7	38.7	38.5	37.1	36.2
12:00 - 13:00	36.0	36.7	37.8	38.7	37.1	36.0	36.7
13:00 - 14:00	37.1	38.9	38.7	39.8	36.9	37.6	37.1
14:00 - 15:00	37.6	37.6	38.7	36.7	37.1	38.0	34.9
15:00 - 16:00	37.6	35.8	38.3	38.9	36.9	39.1	36.5
16:00 - 17:00	38.7	36.0	37.6	39.8	39.6	38.9	38.9
17:00 - 18:00	38.9	36.0	37.8	40.5	38.7	39.6	38.5
18:00 - 19:00	39.1	38.3	38.5	41.8	39.6	40.3	38.3
19:00 - 20:00	40.7	40.3	40.9	44.1	41.6	41.8	40.0
20:00 - 21:00	42.3	42.7	40.3	42.7	41.6	44.7	42.7
21:00 - 22:00	42.9	40.5	40.9	43.2	41.8	45.2	42.3
22:00 - 23:00	45.2	39.8	39.1	45.0	46.1	43.8	42.7
23:00 - 0:00	47.6	40.3	42.9	46.1	47.4	48.1	49.0
07-19	38.0	37.8	38.5	39.8	38.5	38.7	38.0
06-22	38.9	38.3	38.9	40.5	39.1	39.6	38.5
06-24	38.9	38.5	38.9	40.7	39.4	39.8	38.7
0-24	39.1	38.7	39.1	40.7	39.4	39.8	38.9

7 DAY AVERAGE SPEED	33.9
7 DAY AVERAGE 85th PERCENTILE	39.4

Direction : **Eastbound**

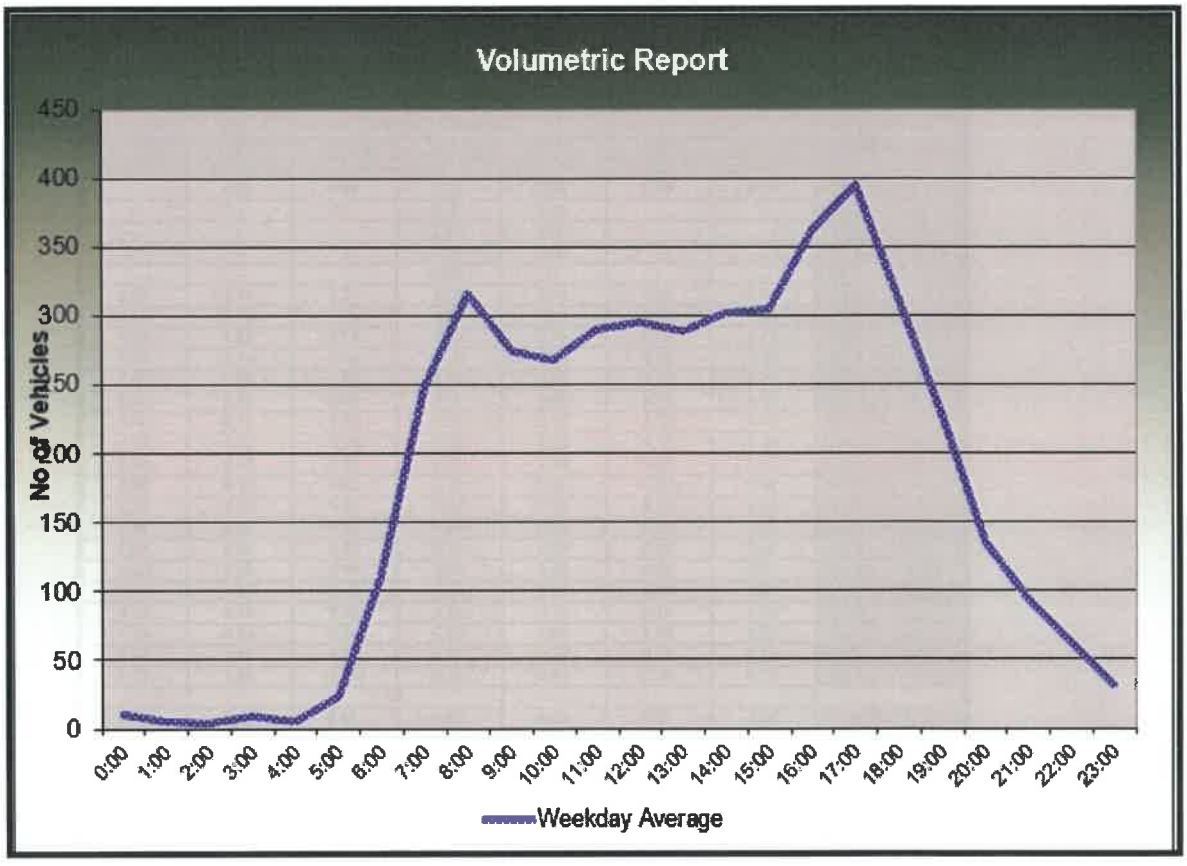
TIME PERIOD	85TH PERCENTILE						
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
	21/07/2022	22/07/2022	23/07/2022	24/07/2022	25/07/2022	26/07/2022	27/07/2022
0:00 - 1:00	43.6	45.2	38.3	42.7	40.9	42.1	-
1:00 - 2:00	-	-	41.4	36.5	-	-	-
2:00 - 3:00	-	-	39.4	36.2	-	-	-
3:00 - 4:00	-	-	36.5	36.7	-	-	-
4:00 - 5:00	-	-	-	38.0	-	-	-
5:00 - 6:00	47.9	44.7	44.5	43.8	42.1	44.3	43.8
6:00 - 7:00	44.7	42.9	44.5	45.6	44.3	44.3	44.5
7:00 - 8:00	41.4	42.3	44.1	44.5	41.6	42.7	42.9
8:00 - 9:00	40.5	40.5	42.3	40.0	40.5	41.6	40.7
9:00 - 10:00	37.4	37.8	39.8	41.8	38.5	38.7	38.3
10:00 - 11:00	37.1	37.4	38.0	39.6	38.5	39.4	38.0
11:00 - 12:00	37.1	37.1	37.4	38.7	38.5	37.8	37.6
12:00 - 13:00	36.7	37.4	39.4	39.4	37.8	37.1	37.8
13:00 - 14:00	37.4	38.7	37.8	38.9	38.3	38.0	37.8
14:00 - 15:00	38.5	38.0	38.3	37.8	38.3	37.6	36.5
15:00 - 16:00	36.9	37.8	37.1	38.7	38.0	38.9	38.3
16:00 - 17:00	38.0	38.3	38.3	39.4	40.3	39.6	38.3
17:00 - 18:00	39.6	38.3	40.3	40.5	40.9	39.6	40.3
18:00 - 19:00	40.5	40.9	40.0	41.8	41.2	40.3	38.5
19:00 - 20:00	39.6	41.6	39.8	40.0	41.2	42.1	41.6
20:00 - 21:00	42.1	41.6	41.2	41.4	42.5	41.4	43.6
21:00 - 22:00	45.4	39.1	39.1	41.2	41.4	40.0	40.3
22:00 - 23:00	41.4	40.0	37.4	41.2	43.4	44.1	38.7
23:00 - 0:00	41.6	40.3	40.0	45.0	44.1	46.1	47.9
07-19	38.5	38.9	38.9	39.6	39.6	39.6	39.1
06-22	39.4	39.6	39.4	39.8	40.0	40.0	39.4
06-24	39.4	39.6	39.4	39.8	40.3	40.0	39.4
0-24	39.6	39.6	39.4	39.8	40.3	40.3	39.6

7 DAY AVERAGE SPEED	34.2
7 DAY AVERAGE 85th PERCENTILE	39.8

The traffic flows are also set out:

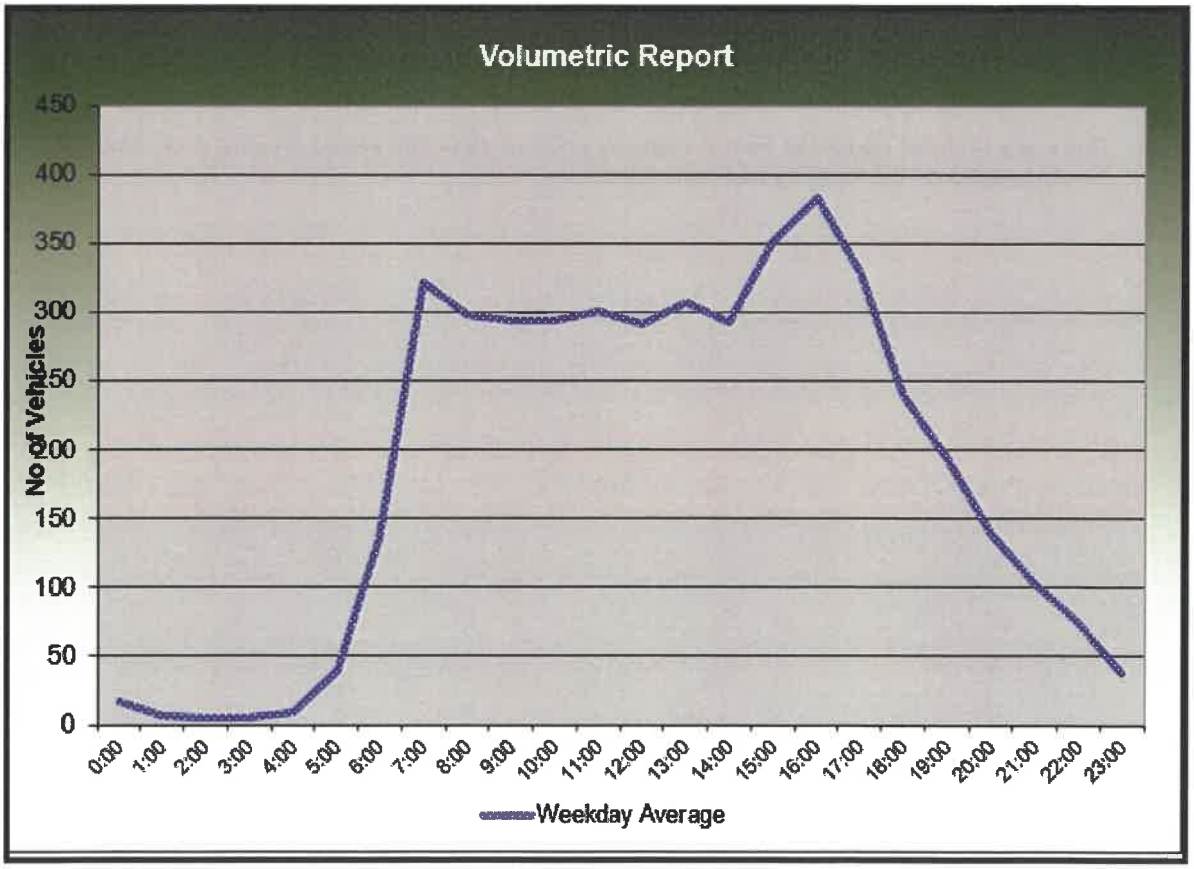
Direction : Westbound

TIME PERIOD	VEHICLE VOLUMES								
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Weekday	Week
	21/07/2022	22/07/2022	23/07/2022	24/07/2022	25/07/2022	26/07/2022	27/07/2022	Average	Average
0:00 - 1:00	8	11	44	67	13	8	12	10	23
1:00 - 2:00	4	8	27	54	7	3	4	5	15
2:00 - 3:00	4	6	16	41	2	2	5	4	11
3:00 - 4:00	9	8	7	26	10	9	9	9	11
4:00 - 5:00	9	4	6	11	5	4	1	5	6
5:00 - 6:00	24	32	23	11	21	20	21	24	22
6:00 - 7:00	114	114	67	52	97	117	112	111	96
7:00 - 8:00	270	254	102	77	228	247	242	248	203
8:00 - 9:00	410	285	184	108	284	288	311	316	267
9:00 - 10:00	309	285	218	167	242	262	275	275	251
10:00 - 11:00	260	307	343	253	247	255	270	268	276
11:00 - 12:00	295	335	436	327	237	275	308	290	316
12:00 - 13:00	312	338	375	354	262	262	305	296	315
13:00 - 14:00	302	332	319	310	248	254	310	289	296
14:00 - 15:00	302	346	296	279	280	279	304	302	298
15:00 - 16:00	307	335	278	249	289	265	323	304	292
16:00 - 17:00	367	383	268	214	333	359	369	362	328
17:00 - 18:00	404	402	264	198	360	404	404	395	348
18:00 - 19:00	347	313	246	148	269	291	347	313	280
19:00 - 20:00	230	242	214	152	181	245	246	229	216
20:00 - 21:00	152	141	150	87	118	134	129	135	130
21:00 - 22:00	98	105	112	67	78	90	94	93	92
22:00 - 23:00	71	101	115	44	36	52	58	64	68
23:00 - 0:00	35	52	85	16	22	17	29	31	37
7-19	3885	3915	3329	2684	3279	3441	3768	305	289
6-22	4479	4517	3872	3042	3753	4027	4349	264	250
6-24	4585	4670	4072	3102	3811	4096	4436	240	228
0-24	4643	4739	4195	3312	3869	4142	4488	182	175

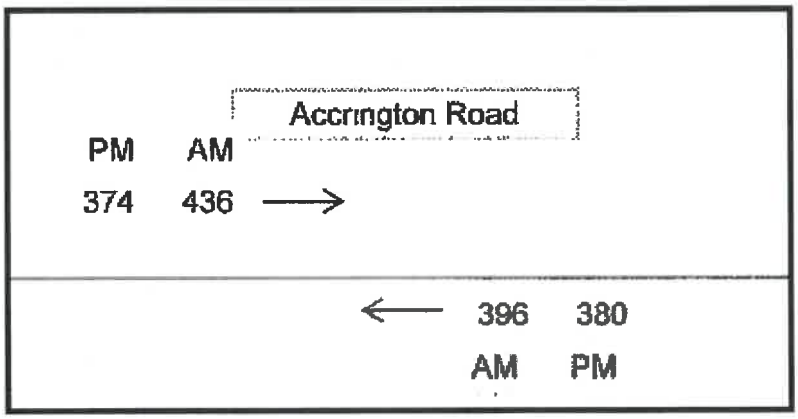


Direction : Eastbound

TIME PERIOD	VEHICLE VOLUMES								
	Thursday 21/07/2022	Friday 22/07/2022	Saturday 23/07/2022	Sunday 24/07/2022	Monday 25/07/2022	Tuesday 26/07/2022	Wednesday 27/07/2022	Weekday Average	Week Average
0:00 - 1:00	19	15	44	82	26	16	9	17	30
1:00 - 2:00	9	10	32	62	10	5	2	7	19
2:00 - 3:00	4	5	24	45	7	4	4	5	13
3:00 - 4:00	5	4	12	30	5	5	8	5	10
4:00 - 5:00	8	10	7	29	10	7	8	9	11
5:00 - 6:00	42	38	20	15	37	41	38	39	33
6:00 - 7:00	144	140	41	16	126	139	126	135	105
7:00 - 8:00	369	297	103	66	310	319	314	322	254
8:00 - 9:00	333	272	161	92	277	304	305	298	249
9:00 - 10:00	325	315	222	149	280	261	287	294	263
10:00 - 11:00	309	340	316	266	297	258	265	294	293
11:00 - 12:00	311	340	346	298	281	287	284	301	307
12:00 - 13:00	340	317	294	300	257	270	272	291	293
13:00 - 14:00	312	341	283	283	287	273	322	307	300
14:00 - 15:00	281	325	318	309	267	270	318	292	298
15:00 - 16:00	361	360	344	350	313	335	387	351	350
16:00 - 17:00	411	378	344	307	315	377	434	383	367
17:00 - 18:00	357	350	268	221	271	321	341	328	304
18:00 - 19:00	264	224	217	195	224	232	256	240	230
19:00 - 20:00	210	191	188	157	176	188	207	194	188
20:00 - 21:00	179	126	165	119	90	147	154	139	140
21:00 - 22:00	81	136	120	88	83	103	111	103	103
22:00 - 23:00	74	114	158	71	46	65	74	75	86
23:00 - 0:00	38	66	100	30	31	30	26	38	46
7-19	3973	3859	3216	2836	3379	3507	3785	308	292
6-22	4587	4452	3730	3216	3854	4084	4383	267	253
6-24	4699	4632	3988	3317	3931	4179	4483	244	232
0-24	4786	4714	4127	3580	4026	4257	4552	186	179



The 2010 flows are set out below.



The 2010 AM 829 two way and PM 854 two-way link flows are provided to compare to the latest survey.

The survey indicates the 5-day week average of Westbound AM 316 and PM 395 and eastbound AM 298 and PM 328. The link flows are thus AM 614 two way and PM 723 two way.

This is based on the agreed peak hours for the approved TA, if the earlier peak hour is used i.e., 7-8.00 and 16-17.00 were used the following figures are derived AM 638 two way and PM 745 two way the same conclusion is reached.

This indicates the background traffic flows have seen a noticeable reduction in numbers.

Summary

The site is located on the edge of the settlement area alongside a road with no substantive capacity or unacceptable related safety issues.

There are no local concerns from a highway point of view that would prevent a scheme from coming forward based on the local network arrangements.

4. EXISTING SUSTAINABLE TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot; cycle and public transport;

Walking and cycling

The proposed development site is located on the edge of Whalley.

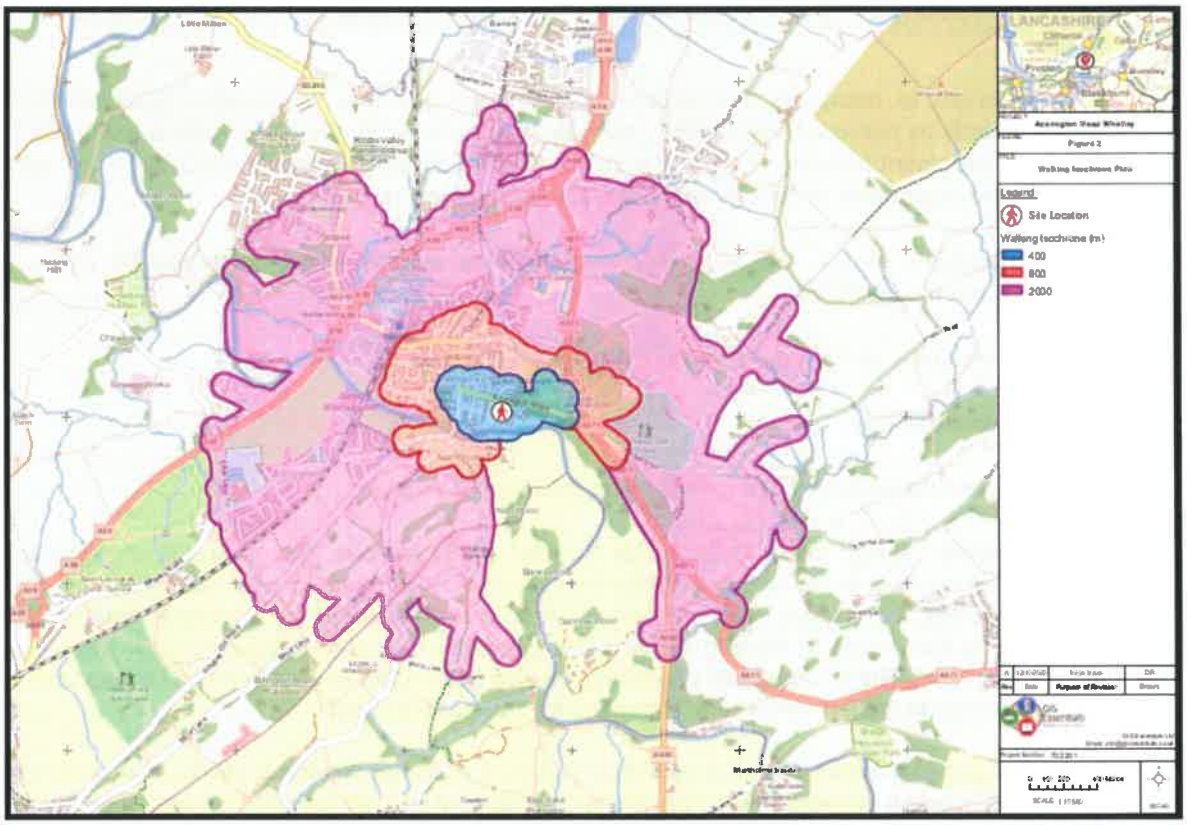
The residential design guide "Manual for Streets" (MfS) advises that "*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...*" (ref para 4.4.1). However, this is not regarded as an upper limit in MfS, and reference is also made to walking offering "*the greatest potential to replace short car trips, particularly those under 2km*". The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the IHT document "Providing for Journeys on Foot"

The CIHT provides about guidance journeys on foot. It does not provide a definitive view on distances but does suggest a preferred maximum distance of 2000m for walk commuting trips, it also recognised a walking distance of up to two miles (3,200m) is practicable for walking. Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	**Local Facilities ***	**District Facilities****	**Other**
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

For the key urban areas, a 400m desirable distance to bus stops based on urban studies corresponds to a walk time of 10 minutes, based upon typical normal walking speed, the site lies well within this distance.

800m and 2000m walk isochrones reflecting 10- and 25-minutes' walk journeys are shown below



Walk Catchments

The topography is relatively flat in nature towards the village. The walk catchment extends to cover the local residential areas thus useable by a wide catchment area.

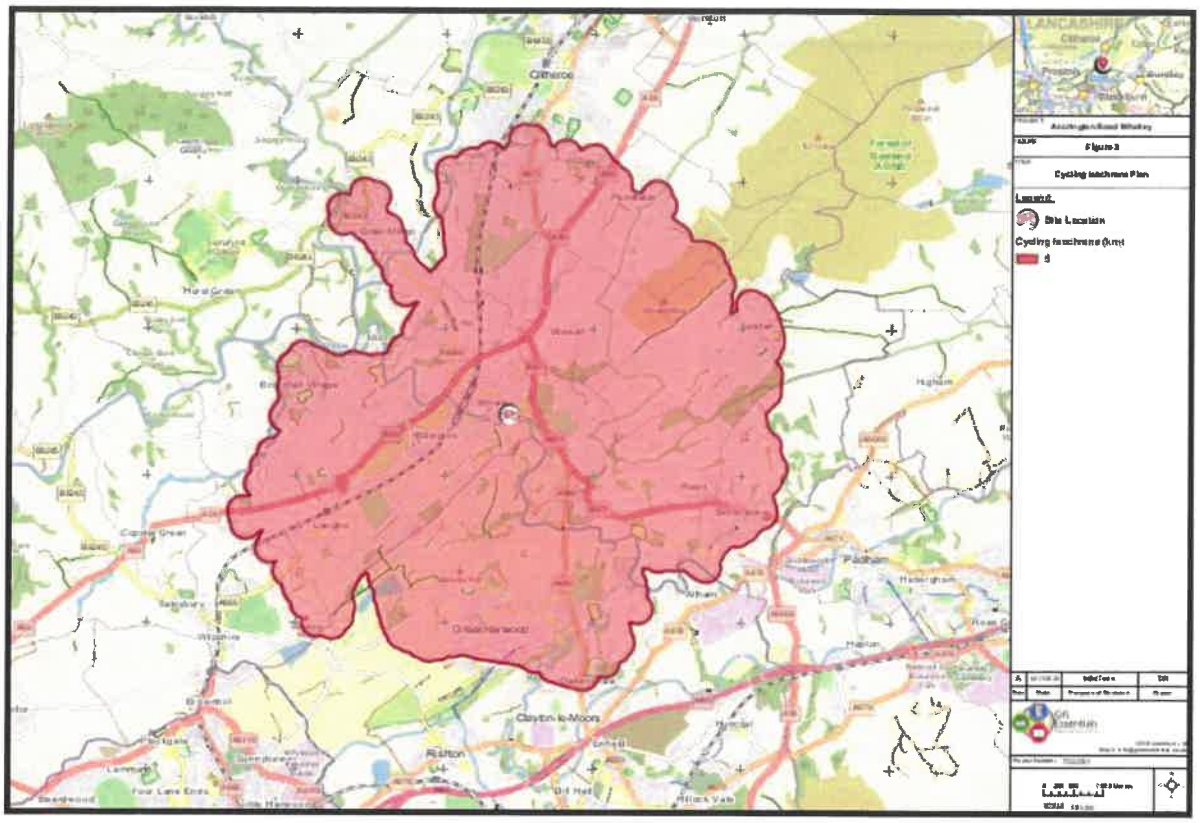
Paragraph 75 of PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often-forgotten part of all longer journeys by public transport and car. Clearly, there is also potential for walking to form part of a longer journey via the bus services.

There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

In conclusion, the proposed application site can be considered as being accessible on foot.

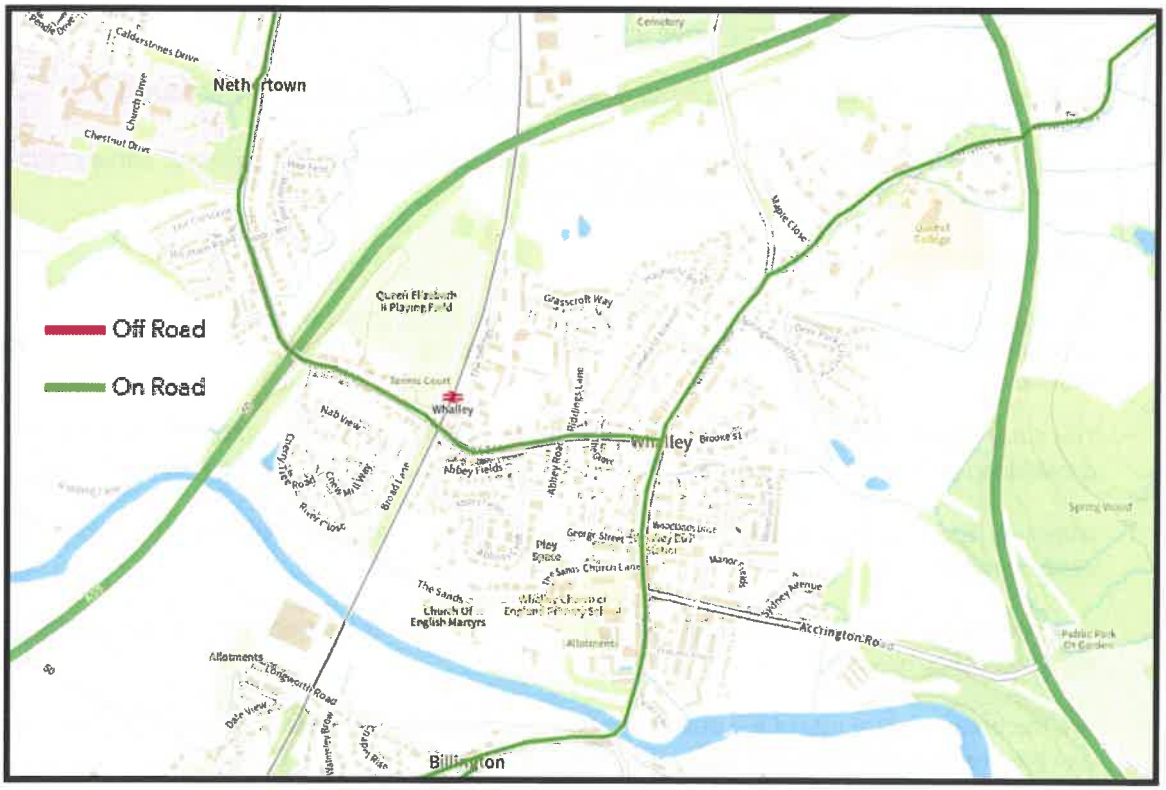
Historic Guidance and perceived good practice suggest: **"Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"** The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: **"Most journeys are short. Three** quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) **(DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."** (Para 2.3)

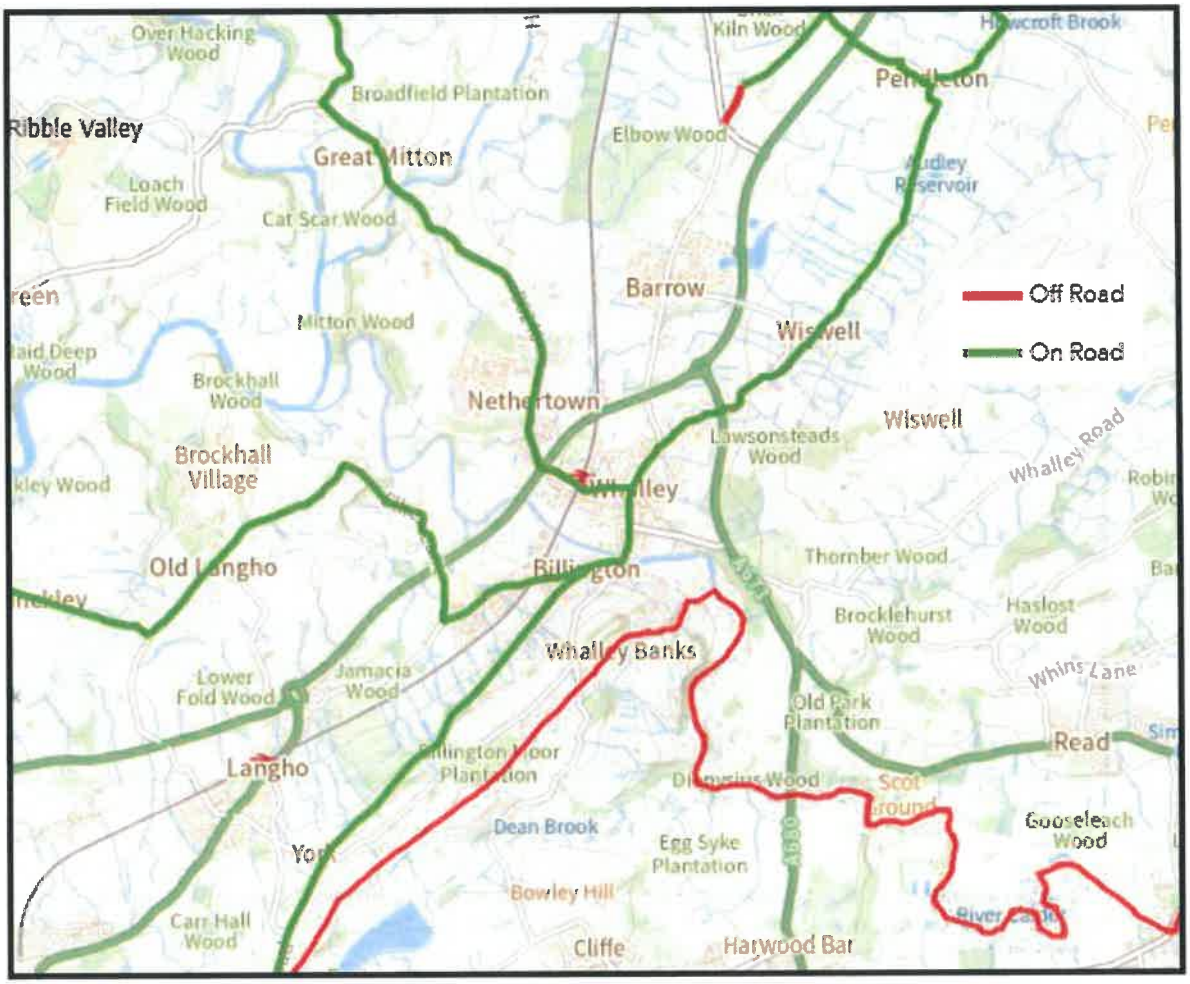
The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.



Cycle Catchments

The plan shows that a significant area of residential and employment use is within the 5 kilometres cycling distance a journey of around 25 minutes using the Institute of Highways Guidance leisurely cycle speed of 12 kilometres per hour of the site.





The local area is served by cycle lanes adjacent to the site.

Therefore, there is a wide range of cycling opportunities for residents to use this mode.

In conclusion, the proposed application site can be considered as being very well served by the cycle network and is therefore highly accessible by cycle.

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (Para 4.18).

It also says in para 5.18 that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be **slavishly adhered** to and that access to simple understandable services is more important.

Accrington Road is indicated as having the closest bus stops to the site (flags and markings are present on site) within the 400m walk distances not unusual for edge of settlement areas.

The proposed development site is therefore considered well located for bus services.

Bus stop to eastbound and westbound routes

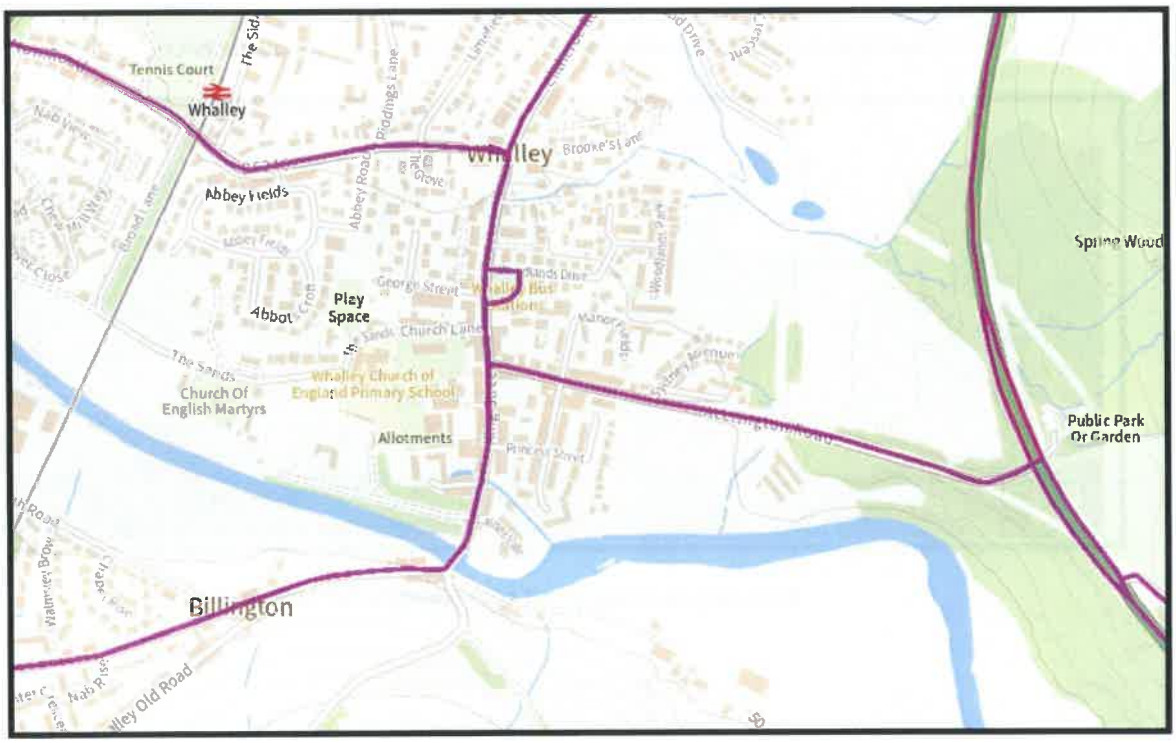
WHALLEY,Sydney Avenue (by)		WHALLEY,Rendezvous (by)	
Stop Ref	25001324	Stop Ref	2500IMG2385
National SMS TXT	lanajwtj	National SMS TXT	langawat
Common Name	WHALLEY,Sydney Avenue (by)	Common Name	WHALLEY,Rendezvous (by)
Road name	Accrington Road	Road name	Accrington Road
Locality	Whalley	Locality	Whalley
Services	113, 14, 15, 530, 531, 547, 64, 870, 888, 892, M2	Services	113, 14, 15, 530, 531, 547, 64, 870, 888, 892, M2
STATUS	active	STATUS	active
SYMBOL	Bus Stop	SYMBOL	Bus Stop

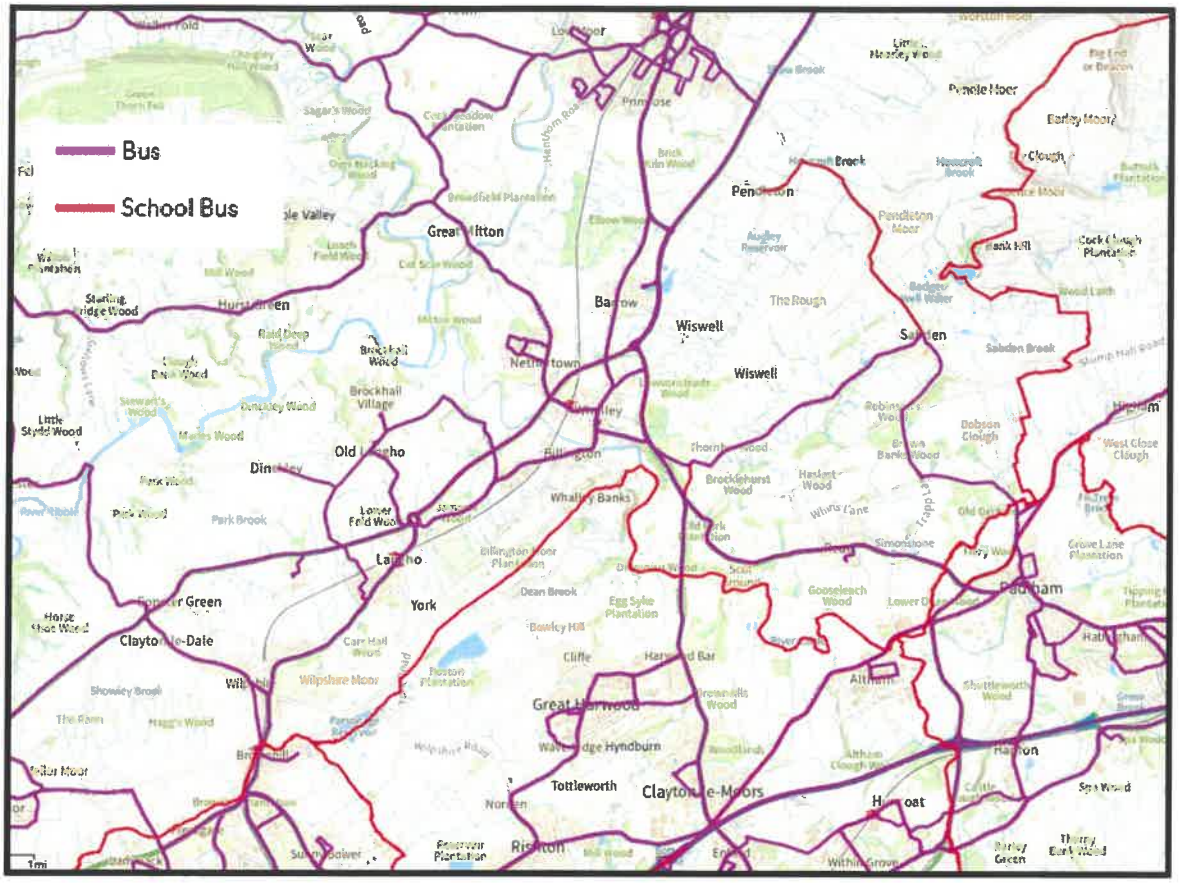
Local bus routes

Other than the M2, 15, and 64 the other services are for schools only.

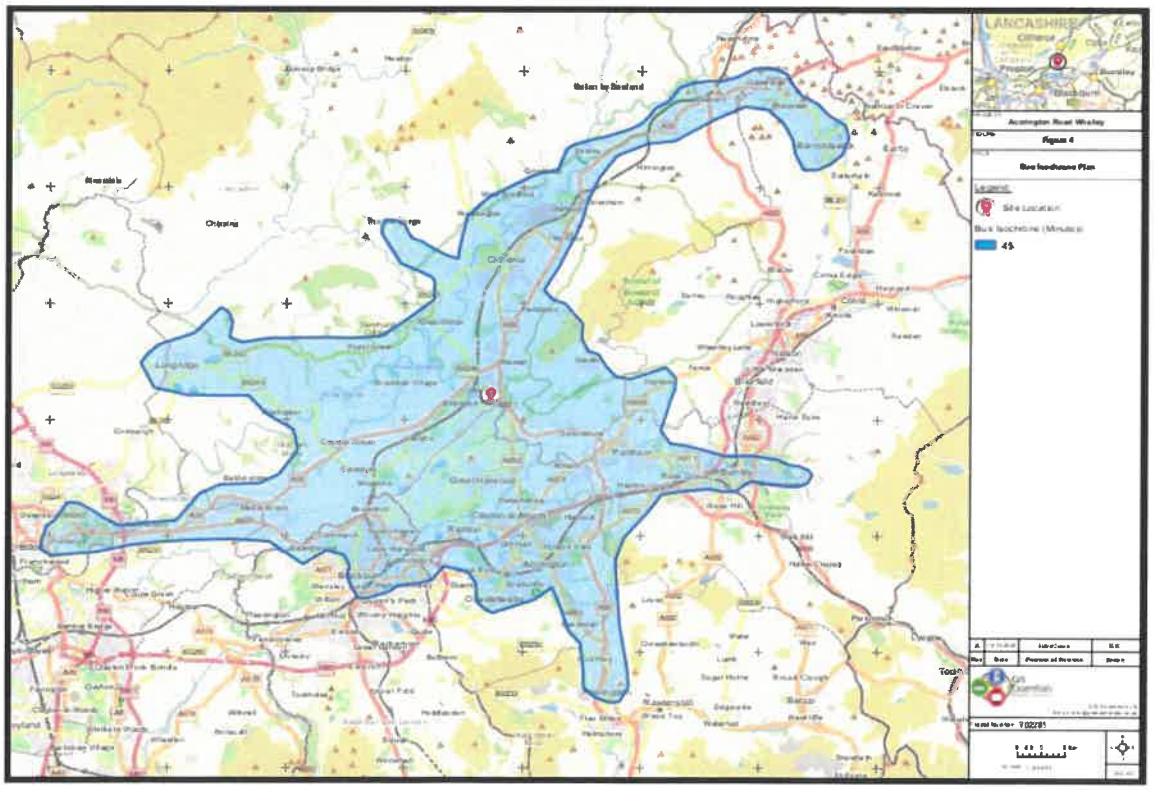
Examples of the bus services provided.

Service	Route	Frequency (Minutes) Mon –Sat
15	Clitheroe – Whalley - Blackburn	1 per hour
64	Clitheroe – Burnley	1 per hour
M2	Colne Burnley Padiham Clitheroe	2 per hour





Bus routes



Bus catchment

Summary

There are therefore opportunities for residents to use non car modes to access using cycling and bus accessibility from a wide area is possible.

In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance and thus reduce single and multi occupancy car trips and thus reduce trips on the network for an edge of settlement area.

5. THE DEVELOPMENT PROPOSALS AND ACCESS

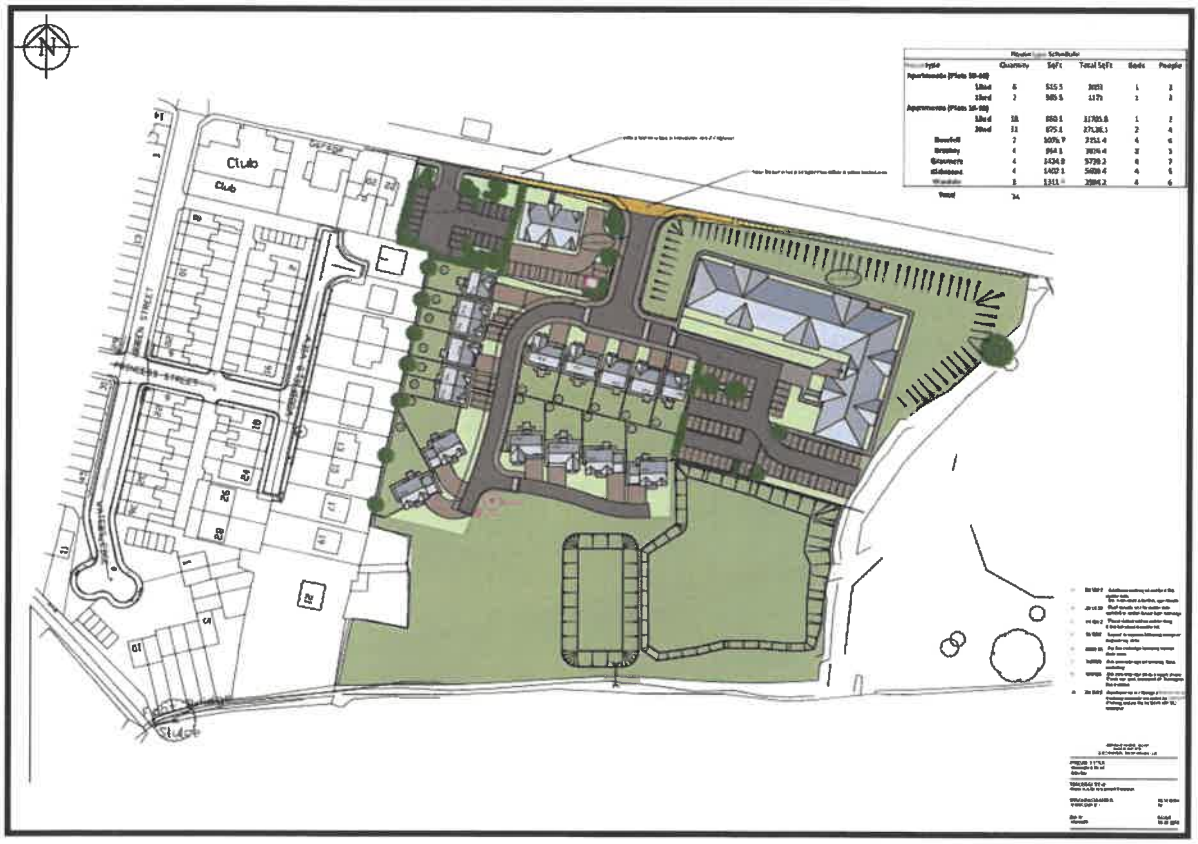
Fallback

As stated, the site has a fall back for 77 units with access approved and part constructed on site.

Development Proposals

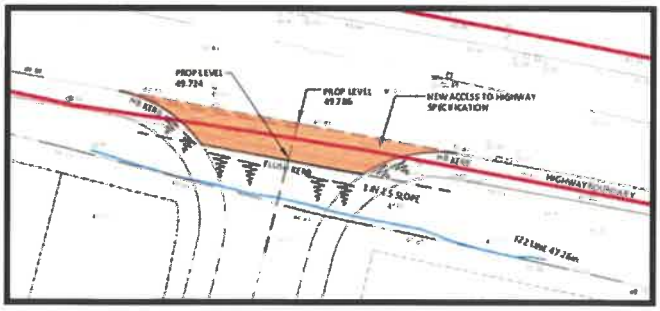
Erection of 74 dwellings made up of 17 houses and 57 apartments(split 26 1 bed and 31 2 bed) with associated access, roads, car parking, landscaping and infrastructure, including a public car park to serve Whalley Village centre.

The site layout is illustrated on below (see architect drawing for full details).



Main access

The main access takes the form of a simple priority junction with Accrington Road.



Internally it has a 6.75m width and 10.5m radii leading to an internal layout with a shared drives and cul de sac based on Manual for Streets Guidance.

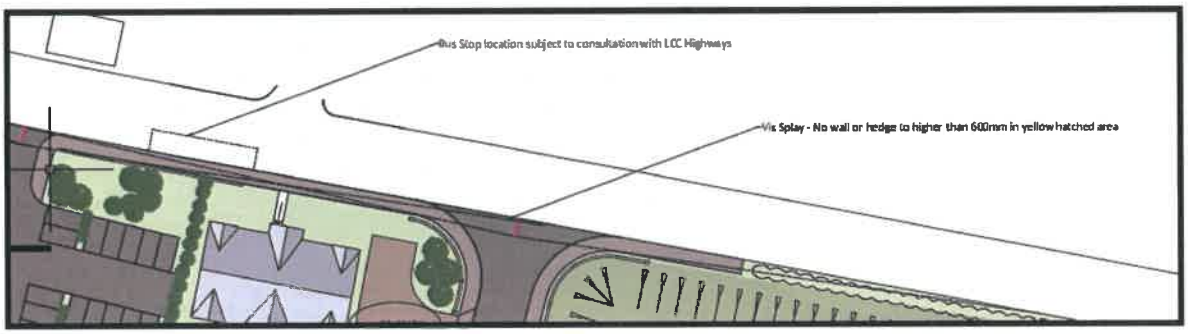
The speed survey set out 85%ile of 39.4mph, this has been used to derive the sight line requirement.

Description	85th Percentile Speed	a = longitudnal gradient (%) (+ for upgrades and - for downgrades)	Stopping Sight Distances in metres. Not including 2.4m for bonnet length when assessing the forward stopping sight distance of a vehicle travelling along the carriageway.						
			Parameter	Highway Code	TRL Safety Report 332	DMRB CD109 Table 2.1		MfS 2 HGVs greater than 5%	MfS Section 7.5.7 Desirable minimum
						Desirable	One Step Relaxation		
			t = driver perception -	0.68	0.9	2	2	1.5	1.5
			d = deceleration	6.57	4.4145	2.4525	3.68	4.41	4.41
westbound from ATC	40.0	0	17.88	36	52	101	79	63	63
eastbound from ATC	40.0	0	17.88	36	52	101	79	63	63
						flat approach	plus bonnet	2	65.5
						flat approach	plus bonnet	2	65.5

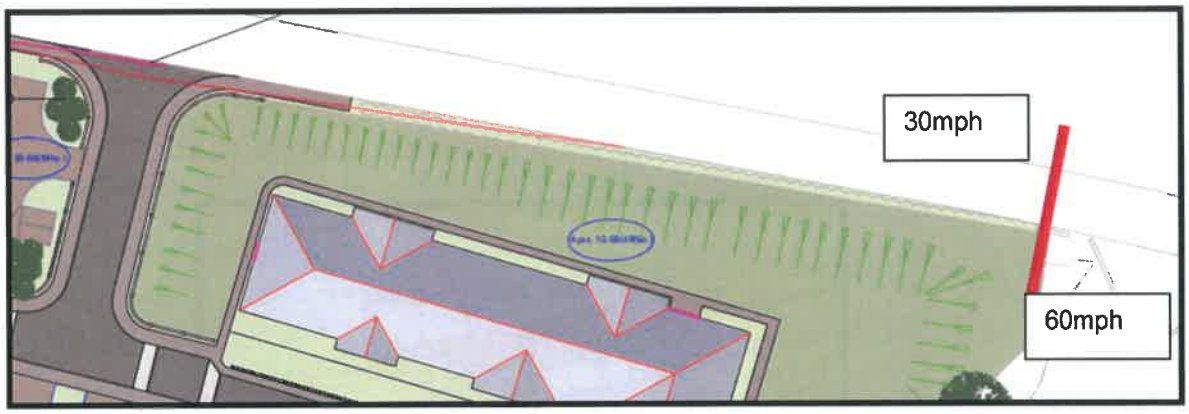
The survey indicates a 66m sight line based on the current speed limit location and the previous approval set out 70m.

In addition, the local area will be subject to an upgrade of the street lighting as part of the junction design extending the 30mph zone to the east which will reduce speeds but the 70m approved sight line is retained for robustness.

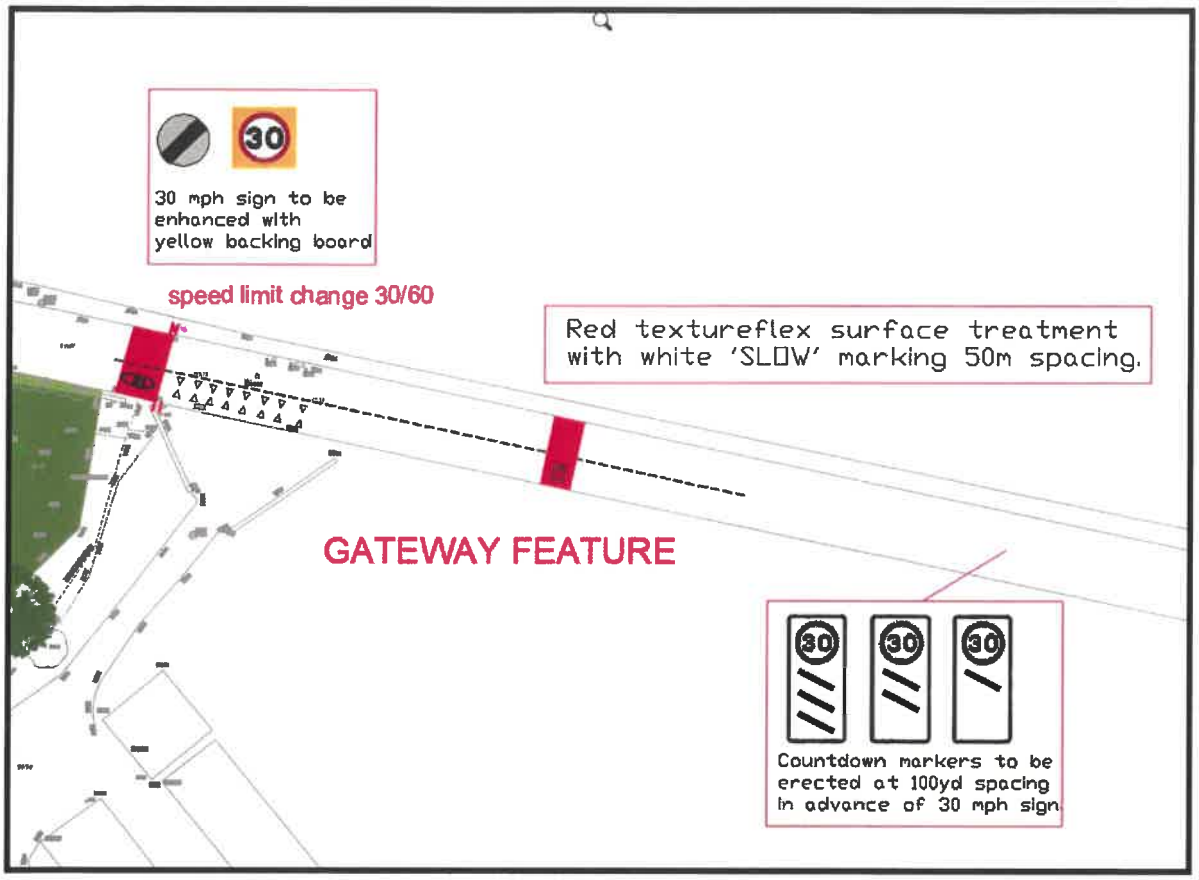
The 4.5m is however reduced to 2.4m in accordance with up-to-date guidance and thus is wholly delivered in the new footpath width.



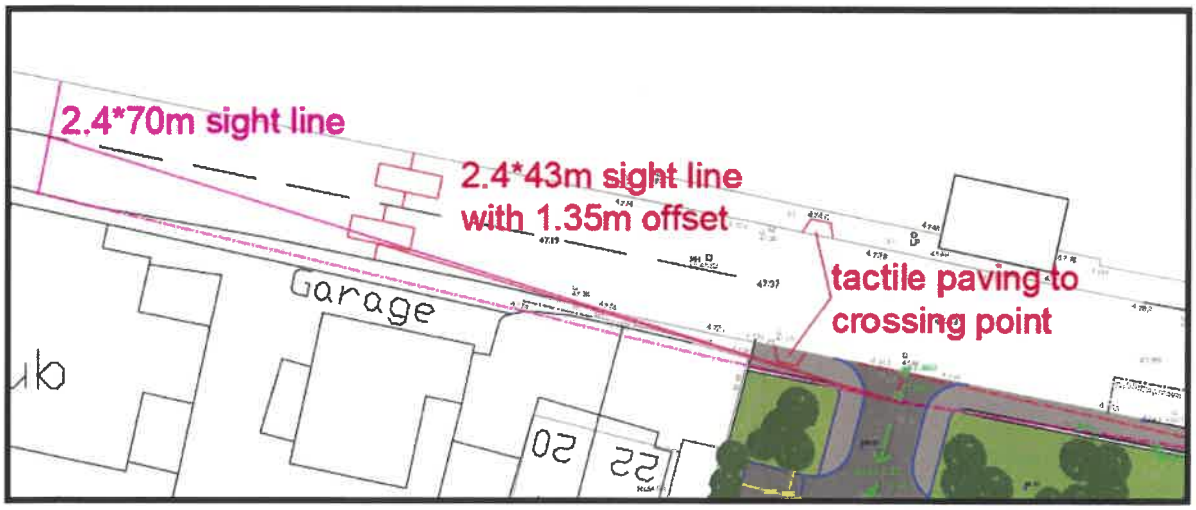
The scheme supports the relocation of the speed limit to the edge of the site/new settlement edge.



This would be enhanced by a gateway feature as shown overleaf subject to agreement.



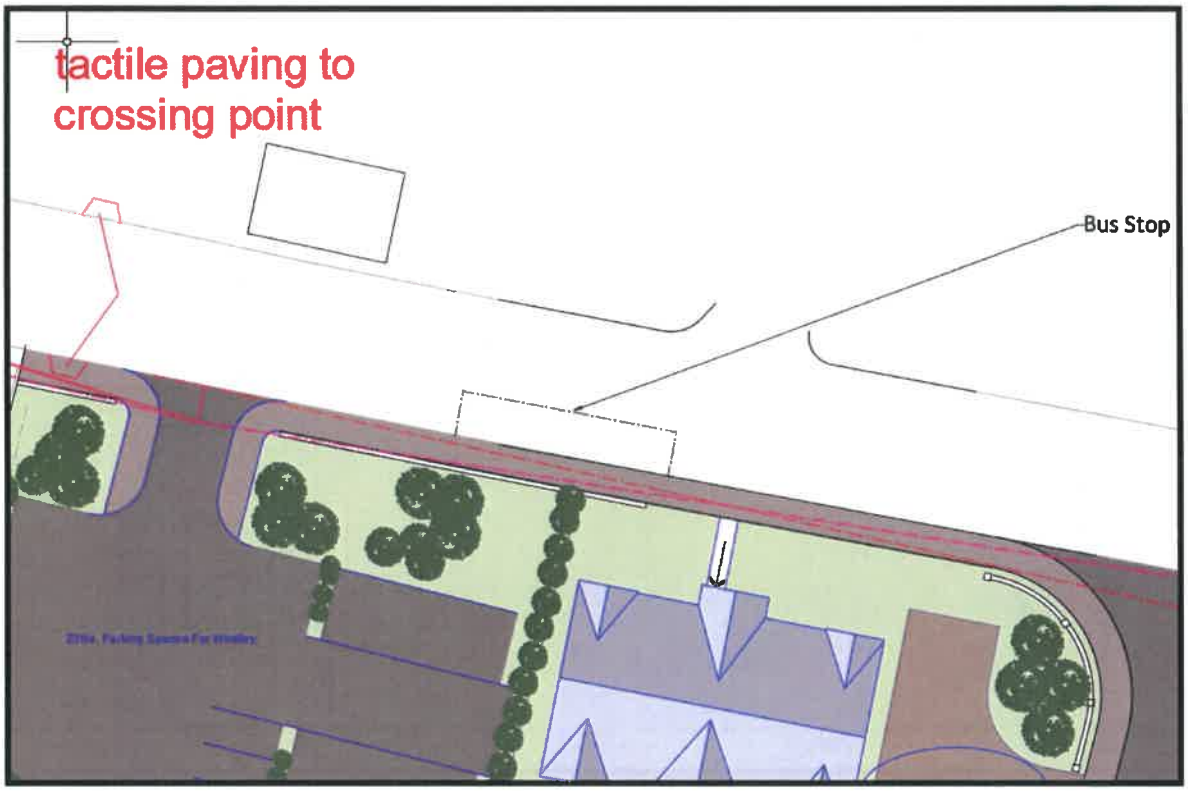
The above would reduce the speeds along the road and this has been taken into account for the car park access sight line review.



To the right on exit the full 70m is delivered in the footpath width, to the left it is constrained by a narrower highway verge. The full 70m is delivered to the centre line based on the view little or no overtaking would occur in this section due to narrowing of the road by on street parking.

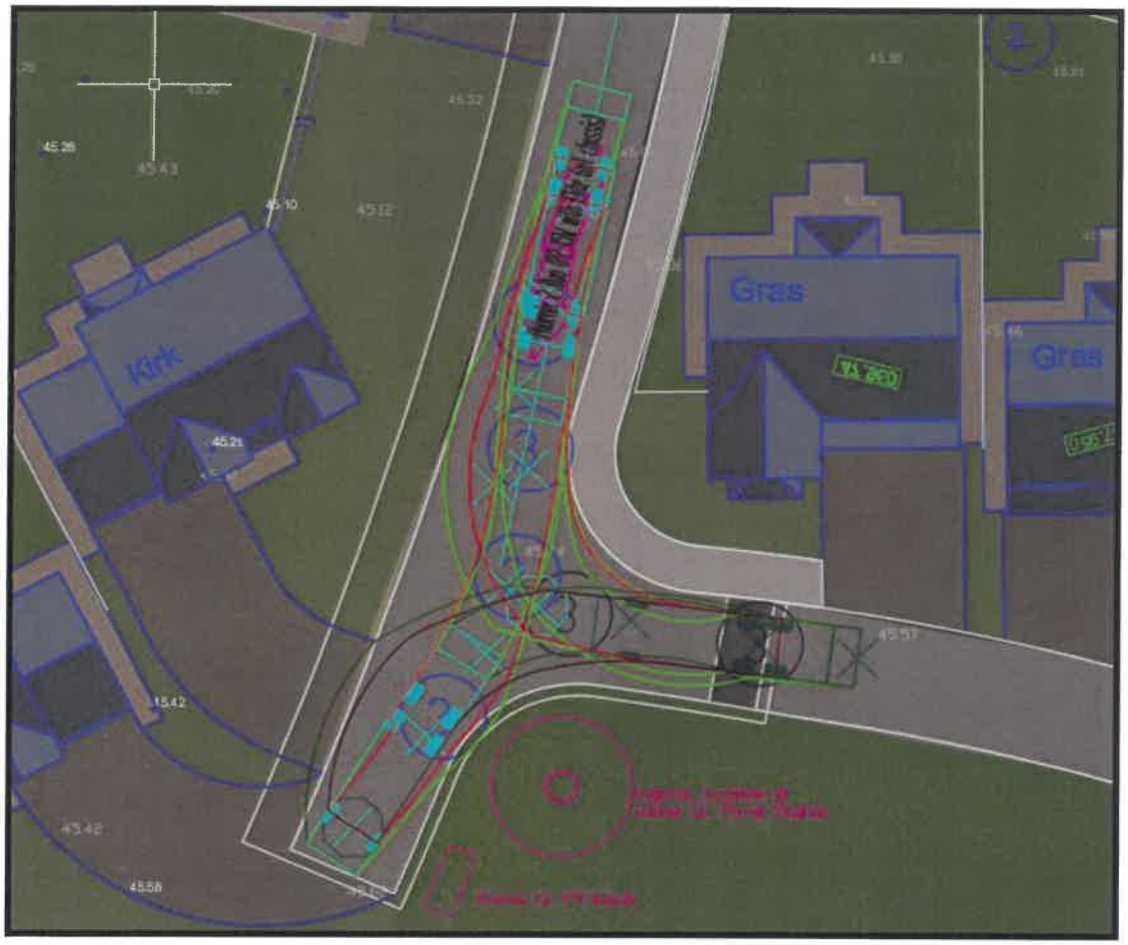
In addition, the 43m sight line for a 30mph road is delivered using the MFS offset to the wheel track i.e., 4.5m road width 1,8m car leaving 2.7m/2 = 1.35m. MFS also sets out the ability for vehicles to ease out of a junction to increase sight lines with no direct impact on road safety. The sight line review is therefore considered robust and supports the 43m sight line as set out.

An additional path connection is provided to the frontage to connect to the bus stop and the crossing point to the westside of the site. This will be constructed to LCC standards and adopted.



Swept paths

The internal area has been tracked for a 11.2m large refuse vehicle.



The site is accessible for deliveries and refuse etc.

Parking assessment

The application sets out the following number of units and beds per unit.

Housetype	Quantity	Beds
Apartments (Plots 59-66)		
1Bed	6	1
1Bed	2	1
Apartments (Plots 10-58)		
1Bed	18	1
2Bed	31	2
Bowfell	2	4
Brathay	4	3
Grasmere	4	4
Kirkstone	4	4
Wasdale	3	4
Total	74	

The LHA parking guidance found in the Joint Lancashire Structure Plan dated 2005 is used as a refence even though it is substantially out of date, predates NPPF and ministerial direction i.e.,

"The Written Ministerial Statement to Parliament delivered by the Minister of State for Communities and Local Government, confirms that *"The market is best placed to decide if additional parking spaces should be provided"*. It goes on to state that the following text must now be read alongside the NPPF: *"Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.*

NPPF states in para 107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport; and
d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

And,

110. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network

The policy is set out overleaf.

Land Use	Level of Centre	Baseline Standard (per m² gross floor area or as stated)		
		Gross floor area <500m² or Low Accessibility	Gross floor area >500m²	
C3 Dwelling Houses				
Single Bed Housing Sheltered Housing Family Housing	All levels	1 per dwelling 1 per 3 dwellings 2-3 bedrooms - 2 spaces 4+ bedrooms - 3 spaces Average spaces per dwelling should equal 1.5 per dwelling for proposals of 30 + dwellings	Reduce pro-rata	Reduce to average of 1.5 or less unless exceptional circumstances demonstrated

The policy does not have an apartment ratio but uses a generalised family housing ratio which clearly does not relate to a 1 bed unt.

There are 24 1 bed and 31 2 bed apartments which would derive 86 spaces using the family unit ratios.

The feedback to the refused application set out - As a bare minimum, the LHA would require that one space is provided per apartment. This would equate to 55 spaces.

The two blocks provide some 76 spaces or 10 below the policy level but 21 higher than the feedback.

The smaller block for 8 units provides 12 spaces or 1.5 per unit. This exceeds the policy/feedback.

The larger block for 49 units provides 64 spaces or 1.3 per unit, this is higher than the feedback by 15 spaces but lower than the general 1.5 average of 74 spaces.

However, it is split to 18 1 bed and 31 2 bed, these derive 18 spaces and 47 spaces respectively or 65 in total by rounding. This can be said to comply with policy/feedback.

For the dwellings all have 2 spaces as drives and where necessary for the 4 bed unit's garages to provide the additional space.

Parking has been provided as required, the what if scenario of overspill in the very unlikely event it occurs is prevented along the site frontage during the day, the smaller block runs alongside the access road which is 6.75m wide this can accommodate a limited number of cars with no operational issues, it is also next to the proposed car parking area for the wider public i.e., visitors if needed.

The larger block access route is some 7.3m wide thus can also accommodate a limited number of vehicles with no operational issues.

The site will not cause or give rise to safety issues from overspill parking.

6. TRIP GENERATION, TRAFFIC FLOWS AND ASSESSMENTS

Introduction

The application is on an application site that was granted outline planning permission in June 2013 for "residential development for the elderly, comprising of 37 bungalows and 40 retirement apartments" (Planning Reference 3/2012/0179). Reserved matters approval for this residential development was also granted in March 2017 (Planning Reference 3/2016/0344).

Thus, the fallback/committed development is 77 units. The latest scheme comprises 74 units (17 dwellings reduced from 38 and 57 apartments increased from 40) i.e., a reduction of 3 units.

Development trips and % impacts

Given the application is for less than the approved scheme/trips/impacts it is considered that no detailed network review is required. However, to be robust the trips to compare to the fallback has been undertaken.

The approved trip generation is set out:

Time Period	In	Out	Total
AM Peak	10	20	30
PM Peak	20	15	35

The dwelling trip rates as set out in chapter 3

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Lawsonsteads Farm	0 244	0.465	0 709	0.453	0.360	0 813

For 17 units this derives:

AM 4 in 8 out, two way 12. PM 8 in 6 out, two way 14.

For the 57 apartments a revised trip rate is need given they are not designated as retirement.

		ARRIVALS		DEPARTURES			
	57	Trip	trips	57	Trip	trips	two
Time Range	apartments	Rate		apartment	Rate		way
07:00-08:00	57	0.05	3	57	0.16	9	12
08:00-09:00	57	0.06	3	57	0.20	11	15
09:00-10:00	57	0.08	4	57	0.11	6	11
10:00-11:00	57	0.08	5	57	0.10	6	10
11:00-12:00	57	0.09	5	57	0.10	6	11
12:00-13:00	57	0.15	9	57	0.10	6	14
13:00-14:00	57	0.09	5	57	0.11	6	12
14:00-15:00	57	0.10	5	57	0.12	7	13
15:00-16:00	57	0.12	7	57	0.07	4	10
16:00-17:00	57	0.13	7	57	0.10	6	13
17:00-18:00	57	0.22	12	57	0.12	7	19
18:00-19:00	57	0.20	11	57	0.14	8	19
Daily Trip Rates:	57	1.35	77	57	1.44	82	159

Attached the full trics output and the rates/trips derived:

AM 3 in 11 out, two way 15 with rounding. PM 12 in 7 out, two way 19.

The combined trips are therefore:

AM 7 in 19 out, two way 26 with rounding. PM 20 in 13 out, two way 33.

These are lower than the approved trips 30 AM and 35 PM two way from the site.

It is generally accepted that a threshold of 30 two-way trips in a peak period is used to consider if assessments are required. Ignoring the fallback, the PM is over by 3 trips however they will be reduced further when split 50/50 to the next junctions i.e., 17 to way per junction or 1:3.5 minutes, 1 trip per 2 minutes is also accepted as a test i.e., 1 trip per signal cycle, either way they are de minimus in nature.

The survey indicates the 5-day week average of Westbound AM 316 and PM 395 and eastbound AM 298 and PM 328. The link flows are thus AM 614 two way and PM 723 two way.

Even adding the trips to the surveyed flows they are still lower than the 2010 base trips.

The conclusion which ever way the trips are assessed is the new application will have a reduced impact from that previously approved and no detailed assessments are required.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted where appropriate to hours that would not cause undue disturbance to the local area.

7. SUMMARY

The scheme accords with local and national policy to site development with linkages to other attractions to reduce trips and share trip movements.

The site has a sustainable location for an edge of settlement area and the layout accords with good practice.

It is agreed the location has no capacity issues or safety issues are expected to arise with the adjacent route to the site.

As such the scheme would have little or no impact on the local network

As such it is considered that there are no substantive reasons why the scheme should not be approved from a transportation point of view.